

Downtown Livability Initiative



Advisory Committee Meeting #7

December 18, 2013

6:30-9:30 pm



City's "Parking Philosophy" for Downtown

1. The long tendrils of parking—what parking affects



- Development economics
 - Cost of \$35-50k per stall underground;
\$25-30k per stall in above-ground structure
- User convenience/development competitiveness
- Travel behavior/goals for transit, biking, walking and rideshare
- Urban design

Parking Resources

Public Supply

General Usage

On-Street Parking

Dedicated Public Supply

City Hall

Downtown Park

Ashwood Park

Regional Library

Meydenbauer Center

Other

Public Parking Garages*

* There are currently no public parking garages in Downtown Bellevue.

Private Supply

Commuter/Long-Term

Office Buildings

Surface Lots

Visitor/Short-Term

Retail Uses

Private Pay Lots

Condos/Apartments

Residents/Visitors

Retail Uses

Other

Hotels, Churches, Museums

Some of the key considerations when thinking about Downtown parking: Development economics; market/tenant demand; travel behavior implications; transportation system needs/function; parking management; user perception and convenience.

2. How the City influences parking

- Use of right-of-way (on-street parking)
- Public parking investment
- Regulations for private development – minimum and maximum ratios, shared allowance, stall dimensions

**Downtown
Livability
Focus**

Highly desirable but beyond the City's purview—
coordinated parking management approach

3. Parking needs evolving as Downtown matures

- Parking ratios haven't been adjusted in decades
- Meanwhile, Downtown has matured
 - Much more dense; far richer transit environment and more transit riders; burgeoning residential environment
- Fewer people need/want to drive alone

4. Finding the Right Balance

- Downtown must be competitive – need to provide for users' parking needs
- Need to prevent spillover parking – esp. important for surrounding neighborhoods
- Concern about requiring more parking than needed
 - Cost burden on development; barrier to affordable housing
- Concern about over-building the commuter parking supply
 - Relates to goals for transit, walking, biking and rideshare – critical to avoiding gridlock
- Also encourage shared parking within and between projects; can reduce need for spaces
- Downtown is evolving, and Code should adjust as needed

5. City's parking philosophy differs by use

Retail/Visitors

- Adequate parking to ensure retail vitality
- Ideal would be "Park Once" — but challenging because most Downtown parking is proprietary

Residential

- Need to provide for residents' needs
- But concern about imposing unnecessary parking cost burdens, impacts on housing affordability

Office/Commuters

- Need to provide for commuter parking needs; recognize competitive environment
- But if every commuter came to work in drive-alone vehicle, streets would be gridlocked
- So maximum commuter parking ratios important; have helped move mode split forward

All

- Shared parking is good—both within a development and between developments
- Need to prevent or manage parking spillover – esp. for nearby neighborhoods

Questions to Consider

Residential Parking

- Should minimum ratios be reduced, via opportunity for departure from prescriptive standards?
- Should minimum ratios for affordable housing be further reduced?
- Should there be requirements for guest parking in residential projects?

Office Parking

- Should minimum ratios be reduced, via opportunity for departure?
- Should maximum ratios be reduced to better align with mode split targets?

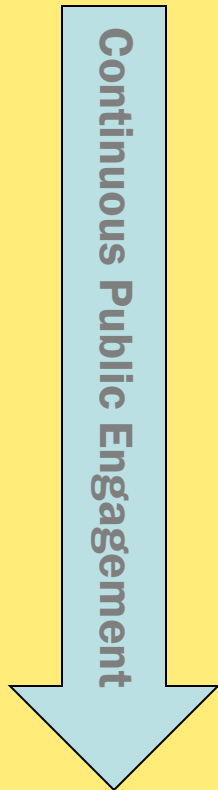
Retail and Restaurant Parking

- Should minimum ratios be reduced, via opportunity for departures?
- Should minimum ratios for smaller restaurants (less than 1,500 sf) outside the core be reduced?
- Should new construction of smaller restaurants (less than 1,500 sf) in Old Bellevue qualify for the same parking exclusion allotted restaurants going into existing buildings?

Panel Members (in order of presentation)

- **Gil Kelley**, Principal, Gil Kelley & Associates, Urban and Strategic Planning
- **John Su**, President, Su Development
- **Dan Meyers**, Sr. Vice President, Design and Construction, Kemper Development Company
- **David Schooler**, President, Sterling Realty Organization

Overall Process



- Public Scoping
- Review of Land Use Code Audits
- Identification of Range of Alternatives
- Analysis of Alternatives
- Identification of Preferred Alternatives
- Development of Final Recommendations
- Planning Commission Review and Adoption Process

Milestone: Alternatives Workshop

- **January 15: Meeting 5-9 p.m. or 6-10 p.m.**
 - Expanded public comment period; encourage stakeholders to submit comments
 - Hard-copy and digital materials provided 1 week in advance of meeting
- **Topical Areas**
 - Building Height and Form
 - Amenity Incentive System
 - Design Guidelines
 - Pedestrian Corridor and Open Spaces
 - Vision for DT-OLB District
 - Light Rail Interface
 - Downtown Parking
 - Other Topics: *(Vendor Carts, Mechanical equipment, Vacant sites and buildings, Recycling and solid waste, Permitted uses)*

Workshop Materials

■ For Each Topical Area

- Overview / Key Policy Issue
- Summary of Committee Discussions to Date
- Relationship to Other Code Elements / Topics
- **Draft Range of Alternatives or Ideas for Code Refinements (depending on topic)**
- Summary of Analysis to Occur; Methods & Measures
- Future Refinements/Additions